

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3940.—VOL. CXLV.

SATURDAY, OCTOBER 24, 1914.

With Presentation Photogravure Plate: **SIXPENCE.**
Lieut.-General Sir Douglas Haig.

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AFTER THE GERMAN CRUISER "EMDEN" HAD SPENT A QUARTER OF AN HOUR AT MADRAS: AN OIL-TANK WITH A SHELL HOLE
IN IT—BEHIND IT, SMOKE FROM THE TWO TANKS WHICH WERE SET ON FIRE.

That dangerously enterprising raider, the "Emden," appeared off Madras on the night of September 22. The following is the Indian Government's official statement of her doings, issued next day: "A hostile cruiser appeared off Madras Harbour at half-past nine last night and started firing on the oil-tanks, setting two alight. On

our guns replying, the cruiser ceased firing, put out her lights, and steamed away, the whole affair lasting only fifteen minutes. The casualties were two Indians and one boy in the harbour killed. There was no panic or excitement in Madras, and the attitude of the Press and the public was admirable."—[PHOTOGRAPH BY LYNDEN.]

OUR SUPPLEMENT.

WE present with this week's *Illustrated London News* a photogravure reproduction of Mr. John St. Helier Lander's portrait of Lieutenant-General Sir Douglas Haig, the distinguished commander of the First Corps of the British Expeditionary Army. In view of the outspoken commendation bestowed on the General in Sir John French's recent despatch on the operations while forcing the enemy back after the victory on the Marne, Sir Douglas Haig's portrait will be peculiarly timely. "The action of the First Corps, under the direction and command of Sir Douglas Haig," said Sir John French, "was of so skilful, bold, and decisive a character that he gained positions which alone have enabled me to maintain my position for more than three weeks of very severe fighting."

THE PLAYHOUSES.

"THE DOUBLE MYSTERY." AT THE GARRICK.

NO wonder Mr. Boucher wanted to produce "The Double Mystery"! No wonder he fancied himself in the double rôle of its hero! It is essentially what we are in the habit of calling an actor's play, stocked with strong and effective situations; and there is genuine piquancy as well as excitement in Messrs. Louis Forest and Henry de Gorsse's story of "Le Procureur Hallers," which is its original. The idea of a judge not only becoming metamorphosed into a thief, but actually advocating and heading a burglary on his own house, and then suddenly, amid the association of familiar things, changing back to his judicial character and holding an inquiry on his accomplices, makes for excellent drama of the more superficial kind, and affords a series of droll surprises. "The Double Mystery" is just the kind of piece to make you forget outside realities, and so at this time of stress fully justifies its existence.

"HIS HOUSE IN ORDER." AT THE ST. JAMES'S.

There are few works of Sir Arthur Pinero that could better bear reviving than "His House in Order." We may believe that the playwright's Ridgeley family—sniffy, puritanical folk who in their self-righteousness disapprove of everybody and everything that does not fit in with their own notions of propriety—belong to their individual colours to a generation anterior to our own. But they are real enough as types, and from that point of view most happily observed. Moreover, they provide most diverting and suitable foils to the hot-headed and deliciously vital heroine, Nina, who, in the atmosphere they exhale and their dead sister, Nina's predecessor, has left behind her, is well-nigh stifled and driven crazy. The play still acts as well as ever it did, and is fortunate in obtaining nearly all the more important members of its original cast. Once more Mr. Lyall Swete, Miss Alice Beet, and Mr. C. M. Lowne figure in their old Ridgeley rôles, with Miss Henrietta Watson as fourth member of the quartet. Once more Sir George Alexander lends his authority and persuasive diction to the character of Hilary Jesson. Once more Mr. Dawson Miliard and Mr. Herbert Waring repeat their triumphs. Once more Miss Irene Vanbrugh affects our nerves and thrills our emotions in her perfect impersonation of the heroine.

A TRIPLE BILL AT THE AMBASSADORS.

Of the triple bill on which Mr. C. B. Cochran is relying at the Ambassadors, supported by a company made up of French, Belgian, and English performers, the most "topical" item, "From Louvain," is the most negligible. Not even the good acting of Miss Esme Beringer and Mr. Tresahar can make M. E. Young's would-be horrors convincing. But Meilhac and Halévy's light comedy "L'Ingénue" offers amends, employing as it does the delightful art of M. Max Dearly. And in a pleasant little revue entitled "Odds and Ends" artists of the allied countries collaborate very happily. Thus, while we can enjoy the charm of Mlle. Alice Delysia, who sings with M. Leon de Sousa an Offenbach duet, and is associated with Mlle. Jeanne Saint Bonnet, there are also Miss Millie Sim, Miss Joan Carroll, and a group of English dancers in the cast.

"CHEER, BOYS, CHEER!" AT THE PRINCE'S.

The old Drury Lane success, "Cheer, Boys, Cheer!" which was produced during the régime of the late Sir Augustus Harris, is now billed at the Prince's by his daughter, Miss Florence Glossop-Harris, and the revival proves that the piece has still plenty of power to please. The manageress in the part of kind-hearted Lady Hilyard, Miss Phyllis Relph as the ill-used heroine, and Mr. Cellier as the villain, supply the pick of the performers; and the fighting episodes illustrative of the Matabele campaign are picturesquely managed and mounted.

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BY G. K. CHESTERTON.

THERE is one aspect of the German character which has not, I think, been adequately understood. It is the custom to speak of the Germans as stolid. Their enemies call them lumpish or loutish; their friends (or, more frequently, they themselves) call them silent and strong. But there is another strain in them which is notably national, and explains—or even excuses—a great deal that is going on. Like every other national character, it can be stated in a favourable as well as an unfavourable way. They may be called child-like as well as childish. It may be said that they are not such conventional humbugs as the English, or (as it was said more truly of the Russians) that their society lacks the cement of hypocrisy. But in whatever way the truth be stated, it has always seemed to me true that the Germans are a people particularly lacking in self-control. The test of self-control is neither in silence nor in speech. It is in whether the speech or the silence merely relieves the feelings of the first party, or whether they achieve their object in persuading or punishing the other party. A child who is sulky for seven hours may be silent, but he is not necessarily self-controlled. Rather he is self-indulgent. On the other hand, a great orator may speak passionately for four hours, as Palmerston did in his "Romanus Civis" oration; but he must have been self-controlled all the time, and he won back the whole House of Commons by his mere words. This sort of self-control, by which a man can want something very much and not ask for more than he wants, can urge the wrongness of an enemy without putting himself in the wrong, can keep some show of candour even at the crises of indignation—this seems to me curiously wanting in such passages as I have read from the partisan Press of Germany. In private life, correctly or incorrectly, I have been told perpetually of the touchiness and morbid temper of Germans—of German governesses, German musicians, German schoolmistresses, German schoolgirls. By all accounts, it is not merely a coincidence that a certain kind of affection, specially jealous and unbalanced, is known by a German name, and called "Schwärmerei." These people are said to be thin-skinned to excess, to have the artistic temperament in its least tolerable form, to be unreasonable in their demands upon life, to be hysterical, to be illogical, to be small-minded. Whether this is true or not I do not know. But if it is, I can only suppose that they have set the German governesses and the German schoolgirls to write the leading articles in the great German newspapers.

For instance, one of the eternal marks of madness or hysteria is arguing in a circle. When Mrs. Jones always distrusted Mary Ann because she lost the postage stamp, and it must have been Mary Ann that had the postage stamp because Mrs. Jones always suspected her—there you have the presence of a certain mentality which merely wishes to relieve its feelings, and not to convince. The German leading articles, political speeches, and proclamations are full of this. It was present when the Imperial Chancellor spoke contemptuously of promises, almost in the very act of making us another promise—beginning, so to speak, all over again. It was present when the German Emperor told his warriors to use "all" their efforts to crush our contemptible army—which only brings one back to the fact that it cannot be obviously contemptible. It is present with special clearness in an extraordinary leading article quoted by the *Nation* last week from a German paper of good standing. It said that the British hypocrites pretended to snivel over Louvain, or words to that effect; but that "we"—that is, the Germans—know absolutely that Louvain was burnt by the Belgians themselves, "at the instigation of the English," in order to dishonour "the fair fame of Germany."

Now this seems to me improbable. It is not impossible; its improbability is general and atmospheric rather than calculable: it seems to suffer from a certain lack of knowledge of the world. I think it exaggerates the moral courage of British Generals to suppose that they would casually ask the inhabitants of Louvain to sack their own town, to

say nothing of the fact that I doubt if there were any English Generals there to ask it. We must therefore presume that the plot was older, and hatched in higher circles. We must imagine King George approaching King Albert and saying, behind his hand, in a hoarse whisper, "Burn Louvain!" "Burn what?" the King of the Belgians would reply, in some legitimate astonishment. "Burn Louvain? What for?" Then King George, lowering his voice still further, would hiss, "We can say the Germans did it!" Then the King of the Belgians, after a struggle of silent thought, must have nodded several times; and, smiting his forefinger on the side of his nose, nodded again, and withdrawn to arrange for the burning of the city.

I have already expressed the subjective sensations produced in me by this narrative. I think it improbable. But the German journalist (or school-girl, or both) says distinctly that they "know" it "absolutely." And it is exactly here that the real psychological fun begins. The German writer has just told a tale which, to the ordinary unpurged eye, is a plain piece of trash and tomfoolery. Yet he insists that he *knows* it is true; and goes on to say that against such outrageous plots any German plots are permissible. In black and white, in so many words, the writer lays it down that the Germans may rob and cheat and lie, because the English rob and cheat and lie. "A burglar," he says, "is not handled with silken gloves." And the burglar is "Bill Sikes," who is quoted as if he were the national English hero, because of his very forcible and refreshing English name. It is true that a burglar is not always handled with silken gloves. Sometimes he is saluted by men in Prussian uniforms, and followed respectfully with fixed Prussian bayonets, like the tramp who took a fancy to burgle the town of Koepenick. No one ventured to handle him, with or without the gloves. The important point, however, is that the German writer definitely commits himself to the proposition that, against a plot so atrocious as that of the English and the Belgians, he has a right to lie as much as he likes.

Very well. That is an intelligible position. But there is here a catch in the brain, which is like a catch in the breath—a sort of hiccoughs of human philosophy. It does not seem to occur to him that his profession of lying in the last part entirely extinguishes his profession of truth-telling in the first part. If we are so wicked that the wildest lie can be told against us—why then, I suppose, we need not believe anything? What wilder lie could be told against us than this which the journalist says he "knows"? Why not say the British Army has committed suicide, or the British Isles are sunken in the Atlantic, if once it be established that international lies are justifiable under whatever is deemed to be international provocation? But when people put the two things into the same article, I call it head-long and galloping hysteria. It is simply lack of self-control to swear you are telling the truth; then to say you have a perfect right to tell a lie; and then to leave all your readers, sympathetic or unsympathetic, in doubt about which it is. Spiritual things apart, the object of telling the truth is that you may be believed afterwards. The object of telling a lie is that you may be believed now. It requires some courage to do either; it wants some control, either to face the truth out or to keep the truth in. But where people make a definite profession of doing the one, yet claim an infinite license of doing the other—then I say there is the lack of control. It is like denying one's own signature in the middle of one's own letter.

Owing to this and many other instances, I have come to the conclusion that my old and personal friends spoke the truth when they spoke specially of the abnormal sensibility and active sulks of the Germans. The German temperament, perhaps, was meant for quieter times. The German temperament has as much right to exist as any other: and I hope we shall never make the mistake of forcing the French or English temperament upon it. Long may it flourish, and smoke its pipes and sing its songs! But the German temper is simply bad temper: and the sooner it is stopped the better.

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LIFE IN THE BRITISH TRENCHES: PHOTOGRAPHS FROM THE FRONT.

PHOTOGRAPH No. 10 BY C.N.

MAKING A TRENCH TO PROTECT
A PLATOON.AN OFFICER'S HUT IN THE
WOODS AT ST. MARGUERITE.A TRENCH WITH TRAVERSES—
SOUTH BANK OF AISNE.STRENGTHENING THE BRITISH
DEFENCES AT MISSY.

A REGIMENT WHICH HAS FOUGHT WITH CONSPICUOUS GALLANTRY: MEN OF THE QUEEN'S (ROYAL WEST SURREY) DURING A ROADSIDE HALT.

A WELCOME WASH AND BRUSH-UP ON
REACHING THEIR BILLET.THE VILLAGE BARBER AT WORK; WITH
AN ADMIRING AUDIENCE.DISMOUNTED CAVALRY SHELTERED BEHIND
A LOOPHOLED WALL.

"OFF SADDLES."



IN THEIR "DUG-OUT": A BRITISH BATTERY WITH GUNNERS.



A CONCEALED GUN.

These photographs taken at the front during the Battle of the Aisne give an excellent idea of the kind of life our men were living in the trenches and elsewhere near the firing line. The trench shown in Photograph No. 1 was to protect a platoon when the Germans began shelling a village. The occupants of the hut shown in Photograph No. 2 had to run into a trench close by if the Germans shelled the woods. The trench seen in Photograph No. 3 was concealed from the Germans by the trees on the left. The gun shown in Photograph No. 11 was placed beneath an apple-tree so that it might be invisible to German aeroplanes. The village of Missy-sur-Aisne, where Photographs

Nos. 1 and 4 were taken, is about six miles east of Soissons as the crow flies, but further by the river, which winds considerably there. That region was the scene of important British operations. In his despatch of October 8, Sir John French writes: "In view of the peculiar formation of the ground on the north side of the river between Missy and Soissons . . . the 5th Division found it impossible to maintain its position. . . The division had therefore to retire to a line the left of which was at the village of Marguerite, and thence ran by the north edge of Missy back to the river." In the same despatch Sir John mentions several engagements in which the Queen's took a distinguished part.

AN ACTUAL PHOTOGRAPH OF THE SINKING OF THE GERMAN DESTROYERS IN THE NORTH SEA: A UNIQUE CAMERA RECORD.



"ALL THE ENEMY'S DESTROYERS WERE SUNK": THE LAST PHASE OF THE RECENT NAVAL

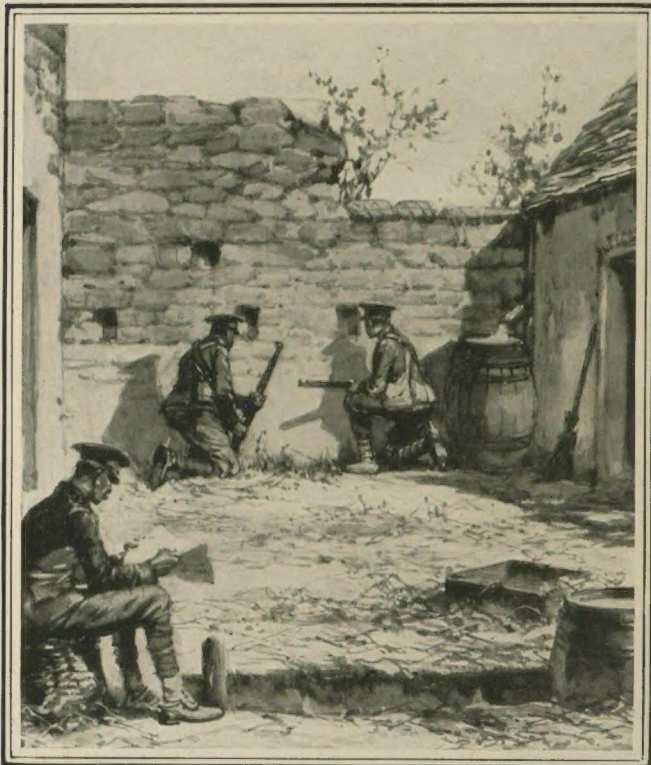
The Admiralty on the evening of October 17 made the following announcement: "The new light-cruiser 'Undaunted' (Captain Cecil H. Fox), accompanied by the destroyers 'Lance' (Commander W. de M. Egerton), 'Lennox' (Lieutenant-Commander C. R. Dane), 'Legion' (Lieutenant-Commander C. F. Allsup), and 'Loyal' (Lieutenant-Commander F. Burges Watson), engaged four German destroyers off the Dutch coast this afternoon. All the enemy's destroyers were sunk." It was stated that the British casualties were one officer and four men wounded, and that thirty-one German survivors had been rescued and held as prisoners of war. The German official account of the action, issued in Berlin on the 18th, said: "Yesterday afternoon the German torpedo-boat destroyers 'S 115,' 'S 117,' 'S 118,' and 'S 119' met the British cruiser 'Undaunted' and four torpedo-boat destroyers close by the Dutch coast. According to official British news the German torpedo-boats were sunk. Thirty-one men belonging to the crews were saved and

ENGAGEMENT, AS SEEN FROM A VESSEL GOING TO THE RESCUE OF GERMAN SAILORS.

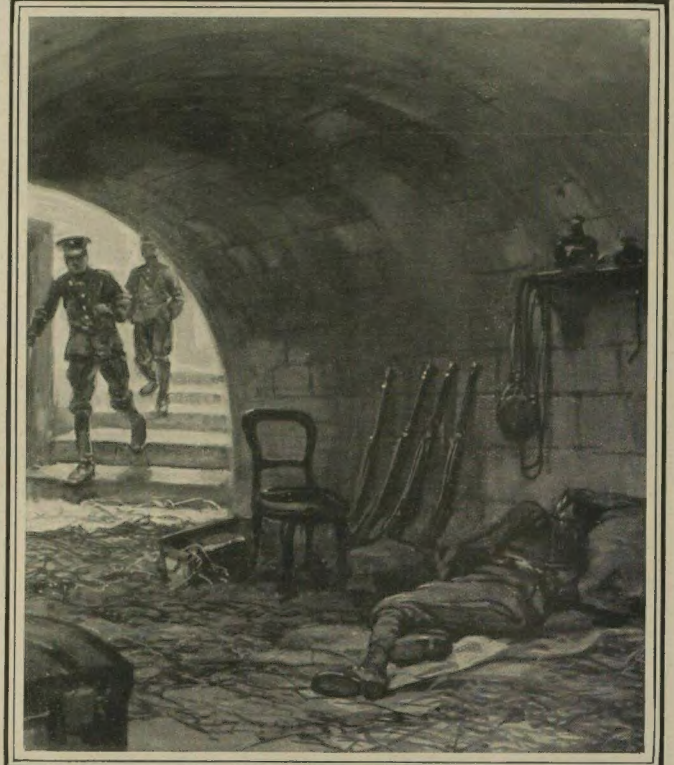
landed in England." Before the engagement Germany possessed six destroyers of this type, which were completed in 1903. They were 210 feet long, with a speed of 28 knots. After the fight the victorious British ships returned to Harwich, where they received an enthusiastic welcome. An eye-witness of the action said that the Germans fought bravely, but were out-manoeuvred and inferior in gunnery. The fight was over, and the last of the four destroyers had sunk, in less than two hours. The majority of the German crews went down with their ships. Two German survivors were brought into Lowestoft by the trawler "United," whose crew had witnessed the action. The skipper said that the German destroyers tried to escape, but the British ships gradually made almost a ring round them, and sank them one by one. The two German survivors, he said, described the British gunnery as "wonderful—just like it was at Heligoland."

SHELL-DODGING ON THE AISNE: HILLSIDE CAVES AND OTHER COVER.

DRAWN BY H. W. KOEKKOEK FROM SKETCHES BY BRITISH OFFICERS PRESENT AT THE BATTLE OF THE AISNE.



WHERE "TOMMY" MILKED THE COW DAILY: BRITISH SOLDIERS IN A LOOP-HOLED YARD AT MISSY.



WHERE COMPANY OFFICERS SLEPT AND MEN TOOK COVER FROM GERMAN SHELLS: A BOMB-PROOF CELLAR AT MISSY.



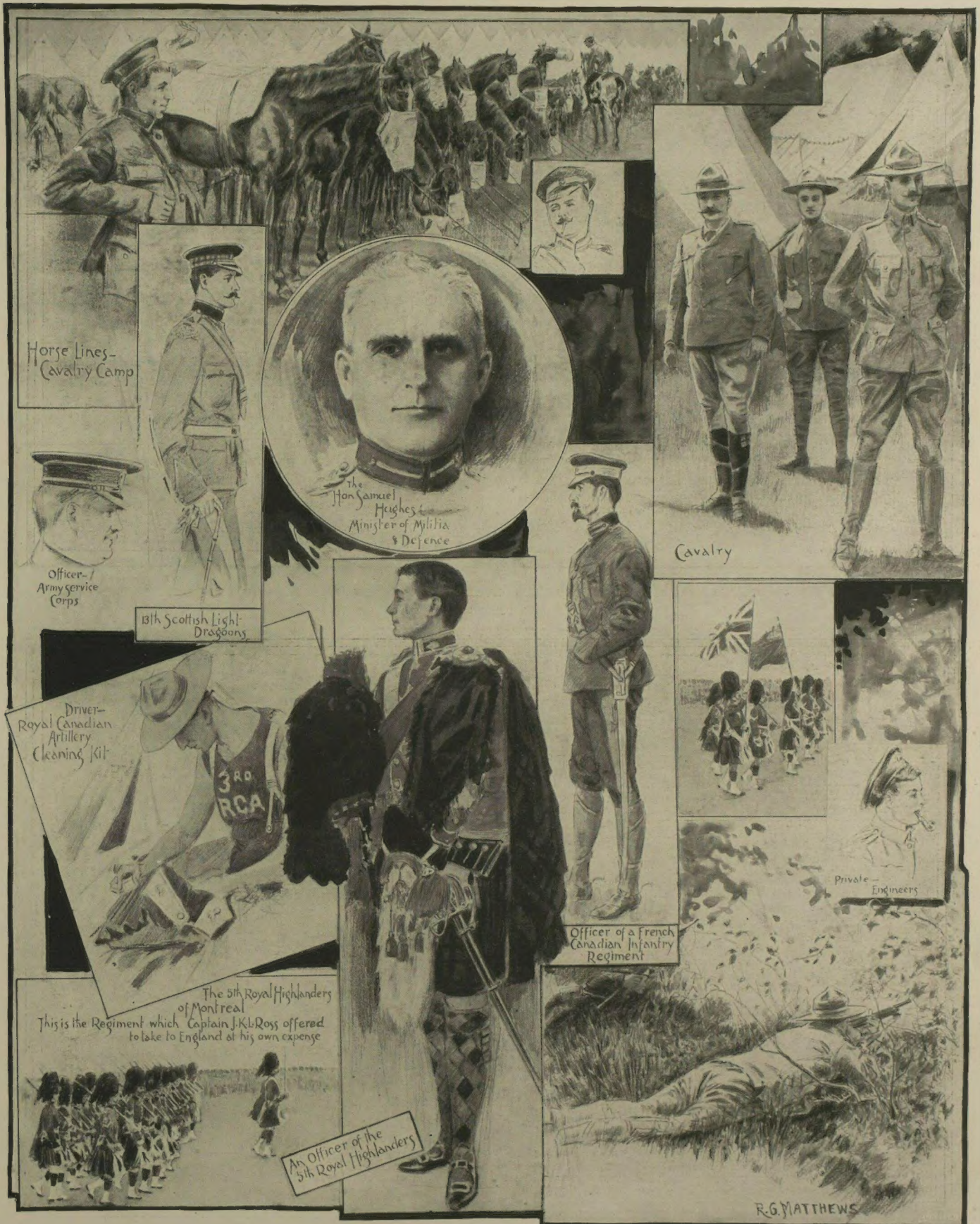
THE CAVE-DWELLERS OF THE AISNE: A SUBTERRANEAN CHAMBER WHICH ACCOMMODATED A WHOLE SQUADRON OF BRITISH CAVALRY AS WELL AS VILLAGERS.

The shed on the right in Drawing No. 1 contained a cow which was milked daily by the British soldiers. The officer from whose sketch the third drawing was made writes: "Nearly all the villages on and round the battlefield are placed just under the brow of the hills, scooped out so as to make cliffs behind. These cliffs are riddled with caves in which the village people keep their firewood, hens, pigs, etc. Once my squadron was halted under the shelter of the steep edge of the plateau when I met an officer of another regiment and a few men outside a cave. I asked where the squadron was, and he told me 'inside'! At first I thought it was a joke, but on going in I found the whole

squadron, and room for a regiment besides. A native who was there with a lamp offered to show me round. I was surprised to find that there were any number of women and children, and teams of oxen and horses; there was also a donkey with a German bullet in him. The cave must have stretched for several hundred yards under the hill, and had only one small entrance. The cave is the result of generations of stone-quarrying. The inhabitants told me they had been there all the time that the Germans had occupied the place, and that they had not been discovered. Our troops and the inhabitants were, of course, on the best of terms, exchanging cigarettes, etc."—[Drawings Copyrighted in the United States and Canada.]

UNRIVALLED SINCE WILLIAM THE CONQUEROR! CANADA'S CONTINGENT.

DRAWING BY R. G. MATTHEWS.



UPHOLDERS OF THE EMPIRE: CANADIAN TROOPS—AKIN TO THOSE LANDED IN ENGLAND FOR DUTY AT THE FRONT.

Canada has sent, as the Dominion's first contingent, men who are likely to give the Kaiser's best soldiers, perhaps, more than they want in the way of hard fighting. Thirty transports are stated to have crossed the Atlantic with them, escorted by a powerful naval squadron, and the men, after disembarking, some at Plymouth and others at Bristol, are now encamped on Salisbury Plain to put the finishing touches to their training and equipment. The force is an army in itself, with its own engineers and signallers, transport, ammunition-parks, and field-hospitals, all completely staffed. In physique, smartness, and sturdiness the Canadians leave nothing to be desired. About half the first contingent are

Canadian-born, the rest being English, Scottish, Welsh and Irish, who emigrated in recent years and now come back to fight for the flag. Two of the Scots Brigades wear the kilt. Many French-Canadians belonging to Quebec and Montreal militia corps have come over. To add to their fighting value the force is stiffened by many Canadian officers who saw service in South Africa, and by British regular officers and N.C.O.s who had settled in Canada. Other contingents are to come. The "Times" thus describes the first landing: "Nothing like the Canadian contingent has been landed in this country since the time of William the Conqueror."—[Drawing Copyrighted the United States and Canada.]

THE GREAT WAR OF DIGGING IN: GERMAN TRENCHES AT THE FRONT.



IN THE GERMAN TRENCHES BEFORE ANTWERP: MEN OF THE KAISER'S ARMY, IN THEIR FIELD-GREY UNIFORMS, TRAINING A MACHINE-GUN—OTHERS ASLEEP IN THE TRENCH.



IN THE GERMAN TRENCHES BEFORE ANTWERP: ON THE POINT OF OPENING FIRE WITH A MACHINE-GUN.

Up to the present, the Great War has been very much a matter of digging-in. These two photographs show German infantry, in the advanced trenches in front of Antwerp, making preparations with machine-guns to meet a sortie of the Belgians from between the forts in front. Before the crossing of the Nethe, while the outer belt of the Antwerp forts remained still intact, the forward movement of the attacking Germans was carried out methodically, though with great rapidity, the troops entrenching as they gained ground. They are here seen getting into position with their machine-guns.

A point should be made as to the comparative "invisibility" of the German and British uniforms, as shown by the photographs on this page and on the one opposite. Taken by the camera, the bluish-grey tinge in the coloration of the German uniform causes it to appear in the print much more hazy and indistinct than it actually appears to the eye. The brownish-yellow tinge in khaki, on the other hand, makes our uniforms appear through the agency of the camera considerably more conspicuous than they really are to the eye.

THE GREAT WAR OF DIGGING IN: BRITISH TRENCHES AT THE FRONT.

PHOTOGRAPHS BY PHOTOPRESS.



THE KHAKI-CLAD BRITISH IN TRENCHES BEYOND THE AISNE: FIXING A MACHINE-GUN IN POSITION FOR THE NEXT GERMAN COUNTER-ATTACK.



A QUIET MORNING IN THE BRITISH TRENCHES BEYOND THE AISNE: OFFICERS DURING A LULL IN THE FIRING.

Describing trenches occupied by the British in their protracted "siege-warfare" in Northern France along and to the north of the Aisne Valley, the Staff-Officer Eye-witness at Headquarters says this: "In the firing-line the men sleep and obtain shelter in the dug-outs they have hollowed or 'under-cut' in the side of the trenches. These refuges are slightly raised above the bottom of the trench, so as to remain dry in wet weather. The floor of the trench is also sloped for purposes of draining. Some trenches are

provided with head-cover, and others with overhead cover, the latter, of course, giving protection from the weather as well as from shrapnel-balls and splinters of shells. . . . At all points subject to shell-fire access to the firing-line from behind is provided by communication-trenches. These are now so good that it is possible to cross in safety the fire-swept zone to the advanced trenches from the billets in villages, the bivouacs in quarries, or the other places where the headquarters of units happen to be."

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.

SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS

SCIENCE JOTTINGS.

GERMAN MILITARY CHEMISTRY.

THE fall of Antwerp has brought the question of bombardment by high explosives so much nearer to us that no apology for returning to it here is, perhaps, needed. The case of Antwerp, added to those of Liège, Namur, and Maubeuge, abundantly proves that, as was before suggested in this column, forts built to withstand horizontal attack cannot resist for long the almost vertical fire of modern howitzers throwing heavy shells charged with high explosives. In the meantime, too, another fact established by letters from the front is that the explosive with which the larger German shells are charged is no new-fangled compound, but the well-known trinitrotoluene. The heavy, greenish-black smoke given out by these "coal-boxes," as Mr. Atkins calls them, is conclusive proof of this, the colour of the smoke being evidently due to particles of carbon—in which this compound is richer than lyddite or melinite—remaining unconsumed after detonation.

In these circumstances, the substances out of which this explosive is made become interesting. Chemically, trinitrotoluene may be looked upon as a near relative of trinitrophenol or picric acid (the active principle, as has been said, of our own lyddite), which is, as its name implies, produced by the action of nitric acid on phenol or carbolic. In the German compound, toluene or methylbenzene, which occurs in coal oils, is substituted for the carbolic acid; but both these explosives demand, as will be seen, large quantities of nitric acid. In our fathers' days, nitric acid or aqua fortis could only be obtained from its mineral salts such as saltpetre, or from the South American deposits of nitrate of soda. Now, however, we have changed all that, and the German banks not long since put large sums of money into works in Sweden, where electricity generated by water-power "fixes" the nitrogen of the air in the shape of nitrate of lime. Still more lately, it is said, they have gone beyond this, and one of the most distinguished chemists in Europe the other day assured the writer that the Germans are getting their nitro-compounds direct from ammonia, which is, itself, a compound of nitrogen and hydrogen, and is now made by them synthetically. If this be so, they are independent

of imports, but it would be a patriotic and a useful thing to seek out and destroy the factories where this is done.

This is doubtless a real military secret, but can as much be said for the gas with which the famous Zeppelins are inflated? A book just published by a confessed, though perhaps unrepentant, German spy assures us that these monster balloons are raised by an unflammable gas which he calls a "dioxide," evidently meaning thereby something with a double

unless he is merely trying to make our flesh creep—has become muddled with something he has heard about water-gas, which is or can be used in the manufacture of synthetic ammonia. This gas, which is peculiarly a product of German industry, may or may not be adapted for the lifting of balloons, but anyone using it for that purpose would be disagreeably astonished if he went on the assumption that it was not inflammable. So far from this being the case, it has been generally recommended in this country under the name of "Mond" gas for heating as distinct from lighting purposes.

More probable are the stories which we have of late read in the daily Press of the German soldiers being equipped for incendiary purposes with small discs about the size of a florin, which, once lighted, burn fiercely for three or four minutes. It is said that they are made of compressed benzene (another light coal-oil), and whether this be so or not, it would not be difficult for a chemist to devise something having the same effect. Far more portable than the heavier oil of which the *pétroleuses* made such deadly use during the Commune, they would certainly be quite as effective for malicious fire-raising; and one story is that they are used with that intent as the filling of incendiary shells thrown from air-craft. Water would be of less use in extinguishing fires caused by them than sand, a fact which it is to be hoped our municipal and other authorities will duly consider in view of certain contingencies which we all hope will not, but yet may, happen.

Lastly, lest the lieges should be unduly cast down by this review of the scientific weapons in the Kaiser's armoury, let it be repeated that no new inventions ever yet influenced in the long run the event of a war. Not only does the working-out of their military use demand long experiments, made not in the laboratory, but in the field, but they are all weapons which, if effective, are sure, sooner or later, to be turned against their first users.

We shall certainly not, like our opponents, employ chemicals for burning down undefended towns; but if Namur and Antwerp could not resist big howitzers and high explosives for a week, how long will Metz, Strasbourg, and the eastern fortresses delay our allies and ourselves when we have once got our foe on the run? F. L.



AFTER BEING FIRED AGAINST AND PERFORATING KRUPP CEMENTED PLATE: LARGE-CALIBRE SHEFFIELD-MADE PROJECTILES FITTED WITH A NEW PATENT CAP.

These formidable projectiles were made at Messrs. Hadfield's Steel Foundry at Sheffield. On the left is a 12-inch "Hecol" projectile which weighs 860 lb. Fired against a 12-inch K.C. (Krupp Cemented) Plate at a range of about 6½ miles, it perforated the plate, and was recovered unbroken over two miles beyond the target. The middle one is a 14-inch "Eron" shell photographed after perforating, unbroken, a 6-inch K.C. Plate, at the low velocity of 1120 f.s. On the right is a Hadfield 14-inch "Hecol" armour-piercing shot photographed after perforating, unbroken, a 12-inch K.C. plate at a velocity of 1497 f.s. It is claimed that no other 12-inch K.C. plate has been perforated at this very low velocity, which is equivalent to a range of 7½ miles; that is, a 12-inch K.C. plate would have been perforated by this Hadfield projectile from a gun placed 7½ miles away.

atom of oxygen. This gas, if it exists, must be lighter than air, or it would have no lifting power, and this knocks out at once a great number of interesting compounds which are distinctly unflammable. Dioxide or peroxide of hydrogen, extensively used as a bleaching agent, would have other disqualifications, and on the whole it seems probable that the ex-spy—



IN COMMAND OF THE BRITISH ARMY IN FRANCE AND FLANDERS: GENERAL SIR DOUGLAS HAIG,
WHO HAS SUCCEEDED FIELD-MARSHAL SIR JOHN FRENCH.

General Sir Douglas Haig was born on June 19, 1861, and joined the 7th Hussars in 1885. He has seen active service in the Soudan and in South Africa, and has held various important Army appointments, including those of Director of Staff Duties at Army Headquarters, Chief of Staff in India, and General Officer Commanding at

Aldershot. He went out with the Expeditionary Force in August 1914, and was engaged at Mons on August 23 and 24. On the expansion of the Army, he was appointed to command the First Army, which fought at the battles of Neuve Chapelle, Festubert, and Loos. The Hon. Lady Haig is a sister of Baron Vivian and has two daughters.

PHOTOGRAPH BY ELLIOTT AND FRY.



COMMANDER OF THE FIRST CORPS: LIEUTENANT-GENERAL SIR DOUGLAS HAIG, K.C.B., K.C.I.E.

Lieutenant-General Sir Douglas Haig, the Commander of the First Corps of the British Expeditionary Force, has been mentioned in several of Field-Marshal Sir John French's despatches, and in accounts compiled from information sent by him. Tribute was paid to him particularly during the orderly and strategic retirement of the British Army, when Sir John wrote: "Information reached me from Sir Douglas Haig that his First Division was . . . heavily engaged south and east

of Maroilles. I sent urgent messages to the Commander of the two French Reserve Divisions on my right to come up to the assistance of the First Corps, which they eventually did. Partly owing to this assistance, but mainly to the skilful manner in which Sir Douglas Haig extricated his Corps from an exceptionally difficult position in the darkness of the night, they were able at dawn to resume their march south towards Wassigny on Guise."

FROM THE PAINTING BY JOHN ST. HELIER LANDER.

IN THE MIDST OF LIFE—: THE FIELD OF HONOUR.

DRAWINGS BY GEORGES SCOTT AND BY JOHN DAKIN, ONE OF OUR SPECIAL ARTISTS AT THE FRONT.



MORT AU CHAMP D'HONNEUR: A FRENCH GENERAL WHO HAS FOUGHT HIS LAST FIGHT RECEIVING THE FINAL TRIBUTE OF RESPECT IN A ROOM IN A SHELL-TORN VILLAGE



WHEN BRITISH SOLDIERS WERE ONCE MORE WINNING UNDYING GLORY: IN THE TRENCHES OF THE GREAT SIEGE-BATTLE OF THE AISNE—A SKETCH MADE ON THE SPOT.

The drawings here given illustrate, simply yet dramatically, that field of honour on which so many sleep their last sleep. The first shows what everyone knows full well, that when Death comes along with his scythe all ranks are cut down and made equal. The artist describes his work as follows: "This simple room in a quiet house in the usually peaceful provinces has become a glorious mortuary-chamber. In the bombarded town the shells have caused great damage, and the window-panes have been broken; the house, however, still stands. The General, who has been wounded close by, has been brought in. He has died

on an old bed. The last honours have been quickly paid him; his eyes have been closed by his Adjutant; and his martial cloak has been thrown over him. Instead of church candles, ordinary candles in simple candlesticks have been lit; and on his breast the cross of the Legion of Honour gleams in the feeble light. A Dragoon, stern of face and with sword in hand, watches over the body of his chief. Outside the din of the battle continues."—As to the British in the trenches, they have deserved all the tributes Sir John French and the Commanders of our Allies have paid them.—(Drawn by John Dakin. Copyrighted in the United States and Canada.)

WHERE WORLD-HISTORY HAS BEEN IN THE MAKING: THE MEETING-PLACE OF TWO OF THE SEVEN RIVERS.

DRAWN BY H. W. KOSKOCZ FROM A SKETCH BY FREDERIC VILLERS, ONE OF OUR SPECIAL WAR ARTISTS AT THE FRONT.



"LOUD WAR" IN A REGION WHERE NATURE WEARS HER MOST PEACEFUL ASPECT: FRENCH

In his note accompanying the sketch from which the above drawing was made, Mr. Frederic Villers writes: "Less than a mile from Compiègne, where three bridges are destroyed within a few hundred yards of each other—the Louis Napoléon bridge, the railway bridge, and the German bridge of boats, all showing evidence of destructive war—the River Aisne meets the River Oise banks of these placid streams." In the drawing the Oise is on the left, flowing towards the right in a south-westerly direction, and the Aisne on the right at the point where the two streams join. The confluence is just where Compiègne. In the foreground are seen French infantry marching along the low-path on the right bank of the Oise in a north-westerly direction

INFANTRY MARCHING ALONG THE BANKS OF THE OISE WHERE THE AISNE FLOWS INTO IT.

towards Rheims and Meuse. Shells in the air over the woods and hills beyond the rivers also indicate the presence of war. Some details of the operations in the Compiègne district were given by Sir John French in his memorable despatch of September 17, published on October 16. Describing his interview with General Joffre on August 29, he writes: "He told me that he had directed the 5th French Army on the Oise to move forward and attack the Germans on the Somme. . . . I finally arranged with General Joffre to effect a further short retirement towards the line Compiègne-Salonne, promising, however, to do my utmost to keep always within a day's march of him. . . . The British Forces retired to a position a few miles north of the line Compiègne-Salonne on the 29th." The operations of which this was part have been called "The Battle of the Seven Rivers."—(Continued on the inside back cover.)



GERMAN WARFARE!

The sympathy of the British nation has gone out to the Belgians, who, unlike the Germans, regard "Scraps of Paper" as pledges of honour, and so have had to suffer grievous loss—the invasion of their land, the burning of their homes, their churches, their places of business, the death of soldiers and of civilians, pillage and looting, the painful lot of the destitute and the refugee. So thorough has been the destruction wrought that the editor of a Brussels paper, making a list of buildings

burnt and civilians killed, has had to put against the names of several villages no figures, but merely "Burned Houses . . . All." Sympathy, as we have said, has gone out to the Belgians. Let it be practical. To that end, note that everyone can, and should, give help. The address to which to send it: The Belgian Relief Committee, General Buildings, Aldwych, W.C.—(Inquiries Copyrighted to the United States and Canada.)

FROM THE DRAWING BY J. SPENCER PRYDE.

"THE THEATRE OF WAR"! THE STRANGEST

DRAWN BY S. BIGG FROM A SKETCH BY FREDERIC VILLIERS



IN THE OPERA HOUSE OF LE MANS, THEN AN ADVANCE-BASE: A BRITISH SOLDIER SLEPT THROUGHOUT THE PROCEEDINGS, DESPITE THE

The scene which forms the subject of our illustration was, doubtless, the strangest ever witnessed in a place of entertainment. Describing it, Mr. Frederic Villiers writes: "The Army Service Corps were billeted in the Opera House at Le Mans for a time, and during torrential rains the building was crowded with Tommies who had come back with their motorcycles after delivering orders to the fighting zone at the front. The boxes, pit, galleries, and the stage itself were used for shake-downs for the men, who seemed to be

ENTERTAINMENT THE STAGE HAS SEEN.

ONE OF OUR SPECIAL ARTISTS AT THE FRONT.



RECITING TO AN AUDIENCE OF ARMY SERVICE CORPS MEN, A NUMBER OF WHOM EFFORTS OF THE "ACTOR" AND THE APPLAUSE.

supremely comfortable and happy in their novel surroundings. During the entertainment, a number of the men slept or dozed. The recitation was a mere incident of the evening, although it won considerable applause. In his dispatch published on the 16th, Field-Marshal Sir John French wrote: "Orders were given to change the base to St. Nazaire, and establish an advance base at Le Mans. This operation was well carried out by the Inspector-General of Communications." (Drawing Copyrighted in the United States and Canada.)

ANTWERP AFTER THE BOMBARDMENT: THE EFFECT OF GERMAN SHELLS.

PHOTOGRAPH NO. 615. REPRODUCED BY KINDNESS OF NEWSPAPER ILLUSTRATIONS.



WHERE SEVERAL WOUNDED SOLDIERS ARE SAID TO HAVE PERISHED IN THE FIRE: A SCHOOL USED AS A HOSPITAL BURNT OUT



SOME OF THE TWO HUNDRED HOUSES DESTROYED IN ANTWERP WRECKAGE IN THE BEDDENSTRAAT.



WHERE NOT EVEN THE CELLAR PROVED SAFE: A BASEMENT LAID OPEN BY A SHELL.



THE EFFECT OF A SINGLE SHELL: ROOMS ON THREE FLOORS OF A WRECKED HOUSE.



ANTWERP UNDER GERMAN OCCUPATION: FIREMEN EXAMINING UNSAFE BUILDINGS.



BLOWN UP BY THE BELGIANS BEFORE THEY EVACUATED ANTWERP: RUINS OF THE FORT DE ERTBRAND.



"MATERIAL" TAKEN BY THE GERMANS AT ANTWERP: A FILE OF BELGIAN ACCOUTREMENTS UNDER A GUARD OF GERMAN SAILORS.

The bombardment of Antwerp by the Germans left practically uninjured the principal public buildings of the city, such as the Cathedral, the Royal Palace, the great hospital adjoining it, the City Hall, the church of the Lieve Vrouwekerk, and the Great Central Station. A great deal of damage, however, was done to private property, and some two hundred houses altogether were either wholly or partially destroyed. The Germans, on entering the

city, issued a proclamation assuring the inhabitants of the safety of life and property, and inviting fugitives to return. But the latter have shown little disposition to place reliance on German promises. It was stated after the fall of Antwerp that several of the forts continued to hold out. Fort de Ertbrand, which was blown up by the Belgian troops before they left, is on the extreme north of the ring of forts round the city.

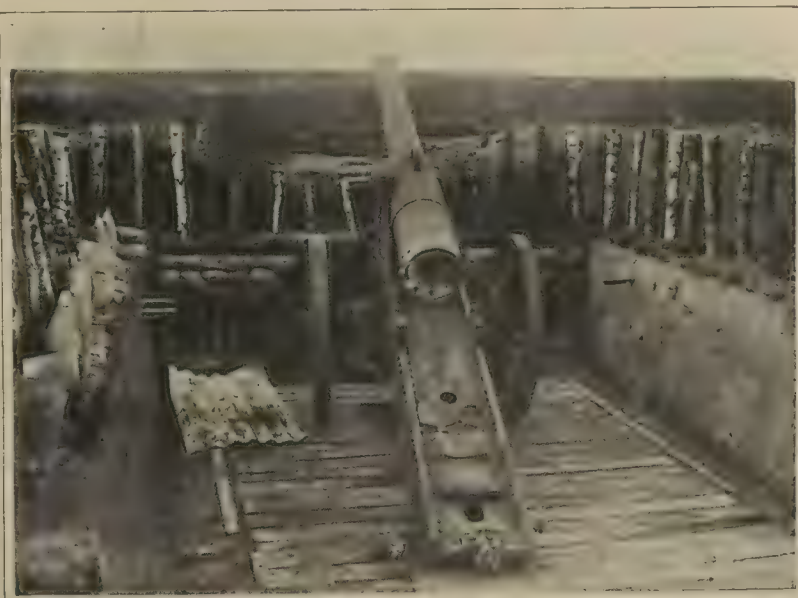
SCENE OF THE USE OF SECRET CONCRETE GUN-PLATFORMS?—MAUBEUGE.

PHOTOGRAPHS BY C.N.



ABANDONED BY THE FRENCH AFTER THE OBJECT OF THE DEFENCE HAD BEEN ACHIEVED: GUNS AND TRENCHES AT ONE OF THE MAUBEUGE FORTS.

THE main German attack on Maubeuge was concentrated on the north and east of the town. During one night more than 1000 shells, it is said, dropped near the railway station, and the Rue de France was partially wrecked. The forts of Cerfontaine, Es-sarts, and Boussois were completely destroyed by the shells from the heavy German siege-guns. It was stated that eight of these big 42-centimetre guns had been used against Maubeuge. Most of the forts held out for more than a week.



IN the course of the siege of Maubeuge it was observed that the Germans were very soon able to bring into action their heavy 42 c.m. siege-guns, in spite of the fact that it usually takes several weeks to prepare the elaborate gun-platforms of concrete which they require. It has been alleged that such platforms had been secretly prepared beforehand in time of peace on property near Maubeuge purchased in 1911 on behalf of Messrs. Krupp, and since used as engine-building works.

RENDERED USELESS BY THE REMOVAL OF THE BREECH-BLOCK: AN ABANDONED FRENCH GUN AND ITS AMMUNITION IN A TRENCH BEFORE MAUBEUGE



WITH THE COVER DESTROYED BY A GERMAN SIEGE-GUN PROJECTILE: THE CUPOLA OF A FORT AT MAUBEUGE.

Maubeuge, a French fortified border-town, in the department of the Nord, made a gallant resistance against the Germans. This contributed greatly to the victory of the Allies in the great Battle of the Marne by delaying large German forces

which might have turned the scale. The siege began on August 25 and lasted till September 7, when the town surrendered. It suffered severely from the twelve-days' bombardment.

MODERN NAVAL WARFARE: XI.—EXPEDITIONS OVERSEA.

THE CAPTURE OF COLONIES. By A NAVAL EXPERT.

OF those operations of war which have for their purpose to bring pressure upon the enemy's people—and, by depriving them of food and money, lessen their comfort and security and reduce their *moral*, so that they may be influenced in the direction of peace—several examples have already been given. It is now proposed to deal with another—that of the seizure of an enemy's oversea possessions and colonies. This means of distressing the enemy can only be used by the Power which has asserted, and is prepared to maintain, its superiority at sea. Protected by the Fleet, conjoint naval and military expeditions may be undertaken if this course is considered expedient or necessary. Where the enemy possessions are islands, even if they are fortified, they must in time fall to the superior Sea Power. Continental possessions, such as those which Germany holds in Africa, or the province of Kiaochau, with its fortified port of Tsingtau, require for their acquisition military forces proportionate to the operations involved. Instances of both kinds are to be found in the events of the present war.

It has been said that all nations may be divided into two classes—those who are satisfied with their present position and those who are not. Those who have already got what they think they need, and those who want more. Germany has long shown herself to be in the second category, and has been arming herself to take by force what she is anxious to obtain. Mainly, that which she wanted was colonies and possessions abroad which might serve as outlets for her surplus population, and where her people would still remain German and under the German flag. Such possessions are owned by this country, the United States, and Holland, and also, perhaps, in a lesser degree, by France and Portugal. It was the object of her military caste to crush down opposition in Europe, and then to deal with Great Britain and the other nations possessing colonial territory in such a way as to gratify her ambitions in the direction

although it might not materially affect the ultimate decision, was certain to have a moral effect upon her people which must be reckoned as of some value to the Allies. But there were other reasons why it was not only desirable, but necessary, to take these possessions. In them there were established wireless telegraphy installations and submarine cable stations which were invaluable to Germany as methods of communication with the outer world and with her naval forces. An instance of the use to which the wireless installations could be put was shown when the Australians captured the island of Nauru, in the Pacific, and found that the German officials there had been informed of the imminent outbreak of war as early as Aug. 1. This enabled the officials to trap five steamers, only the Germans being aware of the state of affairs in far-away Europe. Moreover, in some of the German colonies were to be found harbours and ports which might be used by their cruisers engaged in commerce-raiding as supply depôts and agencies for replenishing their stores of ammunition and coal. Therefore, it was not surprising that among the earlier operations of the war the seizure of these possessions by conjoint naval and military expeditions was a prominent feature.

The nearest to the Fatherland of Germany's colonies were those in West Africa, two in number. They were (1) Togoland, on the Slave Coast, with an area of 33,660 square miles; and (2) the Cameroons, at the head of the Gulf of Guinea, with an area of 191,130 square miles, situated between Southern Nigeria and the French Congo. Then there was German South-West Africa, between Portuguese Angola and British South Africa, with an estimated area of 322,450 square miles, which had the reputation of being the most European of the German colonies. Lastly, there was German East Africa, the largest of the three African groups, situated between British East Africa and Uganda in the north and Rhodesia and Portuguese East Africa in the south, with an area of 384,180 square miles. This was the most successful German possession, the climate being favourable for white settlement, and a good deal of enterprise had been expended in its development.

In the Pacific, the chief territory was Kaiser Wilhelm's Land, on the island of New Guinea, about 70,000 miles in area. Next there was the Bismarck Archipelago, with a total area of 27,200 square miles, situated to the north-east of New Guinea, composed of Neu Pommern, Neu Mecklenburg, and Neu Hannover, with the Solomon Islands of Bougainville and Buka. Thirdly, there were the Caroline and Marshall Islands, to the north and north-east, which have an area of 560 square miles. All the foregoing—Kaiser Wilhelm's Land, the Bismarck group, and the Caroline and

Marshall Islands—were administered by the Governor of German New Guinea, the seat of government being at Herbertshöhe, in Neu Pommern Island. In addition, there was German Samoa, consisting of the islands of Savaii and Upolu, the two largest of the Samoan group, with a combined area of something over 1000 square miles. On a somewhat different footing was Kiaochau, the protectorate in the Chinese province of Shantung, which was ceded to Germany on a ninety-nine years' lease in 1897. It has served the purpose of a gate to China for the Germans, who have made a fortified naval port and coaling station at Tsingtau. Immediately war was declared, operations

were set on foot to acquire all the foregoing territories. Togoland was the first to fall, and the honour of taking it was that of the British forces in the Gold Coast Colony, to whom it was surrendered on Aug. 7. The big wireless station, some distance inland, was not destroyed until the end of that month. The Cameroons were invaded by a naval and military expedition, in which both French and British officers and men participated. The capture of Duala, the capital, was reported on Sept. 28. The British cruiser *Cumberland* and French cruiser *Bruix* covered the landing of the military force. The conquest of German South-West Africa was left to the Defence Forces of the Union of South Africa, and it was announced that on Sept. 19



ANSWERING THE CALL OF THE MOTHERLAND: THE TRANSPORTS CARRYING THE CANADIAN CONTINGENT PHOTOGRAPHED IN MID-ATLANTIC FROM THE DECK OF A CRUISER CONVOYING THEM.



BRINGING "THE LION'S WHELPS" TO ENGLAND: S.S. "LAPLAND" (ON THE LEFT) AND OTHER TRANSPORTS CONVEYING THE CANADIAN CONTINGENT, AS SEEN FROM THEIR ESCORT IN MID-ATLANTIC.

Some of the fleet of transports carrying the force Canada has sent to our aid entered Plymouth Sound on October 14, and were welcomed with the greatest enthusiasm. As they arrived they were towed to their anchorages by Government tugs. In some cases regimental bands on the piers played popular airs. All the liners had been painted all over with the familiar slate-grey of the British Navy.—[Photographs taken by a British Naval Officer.]

indicated. From Great Britain she might have hoped to obtain exactly what she wanted, and if she absorbed Holland and Belgium in the process, annexing their colonies in Africa and the East, she might succeed in creating such an Empire as that upon which her rulers had long looked with covetous eyes.

Although Germany's oversea possessions at the time of the outbreak of war were of no considerable extent—save, perhaps, in Africa—they included a number of islands in the Pacific, and the province of Kiaochau, on the Chinese mainland, already mentioned. Of all these possessions Germany was inordinately proud, and therefore the loss of them,

they had landed and successfully occupied the town of Luderitzbucht. As in Togoland, a long-range wireless station was one of the chief objects of attack. The first operations against German East Africa were undertaken by two British cruisers, the *Astraea* and *Pegasus* (since disabled at Zanzibar), which raided Dar-es-Salaam and destroyed the wireless station, floating dock, and the gun-boat *Moewe*. This was in the first week of the war. The nature of the later operations has not been disclosed.

The work of the Navy in seizing the Pacific possessions was co-operated in by British and French cruisers, and also by Japanese war-ships, but Australia and New Zealand promptly and effectively came forward to undertake the chief operations. The Australians captured Herbertshöhe, already mentioned, on Sept. 11; and Wilhelmshaven, in New Guinea, on Sept. 24. The last wireless station, at Nauru, Marshall Islands, fell to them on or about Sept. 15; and at the end of that month many other settlements had been occupied. To New Zealand was entrusted the task of taking Samoa, and this was successfully accomplished on Aug. 29, a covering naval force being supplied by the Royal Australian Navy. The Japanese Navy lent some ships for the capture of Jaluit, the capital of the Marshall Islands, and Yap, the capital of the Ladrões, in the Caroline Islands, the occupation of these places being announced on Oct. 6. The important work of seizing Kiaochau was much simplified when Japan declared war on Germany on Aug. 23, as this released some of the Franco-British naval forces for duty elsewhere. A strong British military force has been landed, however, to co-operate with the Japanese troops in the attack from the land side. From the sea, the Japanese vessels have been pushing in towards Tsingtau, occupying islands and sweeping the channels clear of mines; and their air-craft have made successful raids on the ships inside the harbour. If it cannot be said, therefore, that the German flag has yet been removed from all the possessions over which it formerly flew, these possessions have now been rendered useless to Germany, and the success of the operations against them has thus had, and will continue to have, an important influence on the course of the war.

THE GERMANS IN WEST BELGIUM; AND A VICTORIOUS BRITISH CRUISER.



THE CAR IN WHICH KING ALBERT DAILY VISITS HIS TROOPS AT THE FRONT.



THE FIRST GERMAN SOLDIER TO ENTER BRUGES.



IN VERY UNDESIRABLE HANDS: GERMAN CYCLISTS WITH A UNION JACK AT BRUGES.



AVENGER OF THE "AMPHION": THE NEW BRITISH LIGHT CRUISER "UNDAUNTED," WHICH, WITH A DESTROYER FLOTILLA, RECENTLY SANK FOUR GERMAN DESTROYERS.



THE GERMANS AT OSTEND: A GROUP OF OFFICERS OF THE STAFF OF THE THIRD RESERVE CORPS ON THE DIGUE.



WHERE BELGIAN OFFICERS' CARS HAD STOOD TWO DAYS BEFORE: MOTORS OF GERMAN STAFF-OFFICERS BEFORE THE HOTEL ROYAL PHARE.

These interesting photographs illustrating the German westward advance in Belgium were taken on October 14 and 15. Of No. 2, showing the first German soldier to enter Bruges, our correspondent writes: "When we motored into Bruges, we passed a fleeing population who were screaming: 'The Germans are shooting; they will kill you.' But he seems a rather peaceful individual"; and of No. 3, showing German cyclists with a Union Jack at Bruges: "As soon as they entered the town they tore down the

British and French flags from the Hotel de Ville, but left the Belgian flag flying."—H.M.S. "Undaunted," the new light cruiser which led the flotilla of destroyers in the recent naval victory, was commanded by Captain Cecil Fox, who, it will be recalled, was in command of the "Amphion" when she was sunk by a German mine. When the news arrived that four German destroyers had been sunk in the recent action, the general comment was that the loss of the "Amphion" had been well avenged.

THE GREAT WAR.

By CHARLES LOWE



AFTER the Germans had marched into Antwerp—where they claim to have found 500 guns and immense quantities of ammunition and stores, which is likely enough—they hastened to advance towards Ostend, which they reached in about a week's time; and on catching a glimpse of the English Channel we may presume them to have given vent to a shout such as was raised by the immortal Ten Thousand of Xenophon, after their perilous retreat from Mesopotamia, on re-beholding the sea, or by the almost equally famous Ten Thousand of Sir John Moore on their returning to the Bay of Biscay from the mountains of Spain.

But on arriving at Trebizonde and Corunna, both Xenophon and Sir John Moore respectively reached safety and ships; while the strategical difficulties of the Germans are only increased by the extension of their fighting line from Belfort to Ostend. "Vom Fels zum Meer"—or "From mountain-crag to main," "Fels" being the same as the French "falaise" and our Cumberland "fell"—is the proud boast of the Hohenzollerns, as thereby claiming to have extended their sway from the castled cradle of their race in South Germany to the shores of the Baltic. But now they will think that this has a double application in the extension of their sceptre from the Swabian Alps to the sand-dunes of Belgium.

It has doubtless proved a source of apprehension to many timid and uncritical souls to hear that the Uhlands had picketed their horses almost within sight of the South Foreland: but, after all, as was

reports, which are masterpieces of the art of keeping things dark, but from the despatches of our own commanders, and, above all, from the "human documents" in the shape of letters and diaries found on the bodies of the German dead or on the persons of our prisoners. If this sort of tell-tale business goes on, the War Lord will have to enact that in future none of his officers in the field shall keep diaries. There has been nothing like their contents in any

on Chinese metaphysics, which he compiled after reading up the history of the Celestial Empire and blending this with an article on English metaphysics which he found in the "Encyclopædia Britannica." In the same way, the perfect chronicle of the present land-war, as far as our participation in it is concerned, is to be found in a mixture of "Eye-witness" and our Commander-in-Chief, who are the mutual complement and supplement of one another.

The beauty of Sir John French's despatches—especially those recently published dealing first with the fighting on the Marne, and then on the Aisne—is that they reveal perfect harmony of action between him and his nominal chief, General Joffre, a French commander such as we have not had to admire for a long time, combining caution, dash, patience, foresight, tact, and circumspection. This war has been an eye-opener to us in more than one respect. When the French and we were Allies in the Crimea, our relations, if correct, were never very cordial.

But now all that has been changed; and even though Sir John French, being a Field-Marshal, enjoys a rank superior to that of General Joffre, he has always been alacritously ready to respond to the call when "asked" or "begged" to do anything. "I strongly represented my position," wrote Sir John, "to the French Commander-in-Chief, who was most kind, cordial, and sympathetic, as he has always been." So that this is one of the secrets of our strength and success—the perfect understanding existing between the two armies, recalling Nelson and



ALBERT AFTER THE BOMBARDMENT:
RUINED BUILDINGS.

Three Sketches made by a Member of the British Red Cross Service.

letters or diary-extracts supplied to our own Press from officers and men at the front; and such "human documents" (which would have been a godsend to Zola when accumulating material for his "Débâcle") should be read in the light of two other kinds of records. One of these are the despatches of our admirable Commander-in-Chief detailing his operations in a severely objective and soldierly-simple yet luminous fashion; and the other the occasional communications from the wonderfully clever and incisive "Eye-witness" at Headquarters, who offers us not so much the dry chronological facts as the philosophy of the war—the cream of all this novel combatancy, with its revolutionising methods: its monster siege-guns which crush formidable forts like walnuts; its underground or "moudiewort" war; its rail-transport of armies from one side of the war-area to another; its aviation in *excelsis*; its Chinese-walling strategy; its wonderful utilisation of motor-power in every form—



AFTER THE GERMAN BOMBARDMENT: WRECKED HOUSES
IN ALBERT.

pointed out to them by a reassuring authority, the occupation of Ostend gave the Germans no more military advantage than the playing of one of their bands in the principal square of Bruges. This extension of their line from the Swiss frontier to the English Channel will carry with it the same disadvantage as was obviated by that wily warrior, the valorous Rittmeister Dugald Dalgetty, who was once so famished that he was fain, as he said, "to draw my sword-belt three holes tighter for very extenuation, lest hunger and heavy iron should make the gird slip."

In the same way, the military belt formed by the German armies in France and Belgium seems to be suffering from slackness; while, on the other hand, the cincture of the Allies fits them like a glove—or, as the French say, "*juste au corps*." Again, on the Franco-British side there is not the slightest sign of demoralisation, indiscipline, defective supplies, and all the other elements of a possible *débâcle*; while all the evidence goes to show that the moral of the Germans has seriously deteriorated under the influence of defeat, decimation, privation, and over-exertion, and bitter disappointment at the thought that their military prestige, which has stood the test of all attacks upon it since the days of Blücher, has now been eclipsed by French and Joffre.

What we know about the state of the Germans in the field we do not learn from their own official



SHATTERED BY GERMAN SHELLS: HOUSES AT ALBERT
IN RUINS.

his Captains, who formed a "band of brothers." The "Auld Alliance" between France and Scotland, when the sons of the latter country, for several centuries, supplied a "Garde Ecosaise" to the Kings of France, now finds its counterpart in the presence of the "London Scottish"—but no, I must not yield to the temptation to tell what I hear about the employment of a detachment of those hod-dengrey Highlanders in the land of France, not very far, perhaps, from the headquarters of Sir John French himself, who is now playing the part of a king in France, if not of it, and is, therefore, entitled to a bodyguard no less than the sovereign of "Quentin Durward" at Plessis-les-Tours.

Our losses of all kinds have been heavy on the Aisne alone—no less than over 13,500, including 560 officers—in about a month. But what is that compared with our total losses at sea, where our casualty lists, alas! are not divided into three categories—killed, wounded, and missing—as on land! Still, at the time of writing (Tuesday) our debit and credit account shows a balance in our favour of about two to one in respect of various war-ships sunk. For the rest, our first Canadian contingent is now on Salisbury Plain, while our Indian forces are already in France—some of them even in the Pas de Calais, forming the extreme left wing of the Allies; and if the Germans can turn or penetrate this part of our line, they will—but they will not. LONDON, OCTOBER 20.



A CENTRE OF HEAVY FIGHTING WHEN THE TIDE OF BATTLE FLOWED NORTHWARD
FROM THE AISNE: ALBERT—A GENERAL VIEW.

The French communiqué of October 15 stated: "Between Arras and Albert we have made decided progress." Albert is about seventeen miles N.E. of Amiens. It has suffered much from German bombardment.

Photograph by Fernat-Nicq.

and its hundred-and-one other features requiring critical attention from the military philosopher.

Some writers affect to sneer at, while taking pleasure in, these most amusing and instructive essays of "Eye-witness"; but, as a matter of fact, they form an admirable supplement to the official reports of Sir John French. The two things combined form as perfect an amalgam as the critic's famous treatise

GERMANY'S "SUBMARINE HEROES": THE RETURN OF THE "U 9."

DRAWING BY A GERMAN ARTIST: PHOTOGRAPH FROM A GERMAN PICTURE-POSTCARD.



CHEERED BY THEIR COMRADES OF THE LESS ACTIVE PART OF THE GERMAN NAVY: THE "U 9" RETURNS IN TRIUMPH TO WILHELMSHAVEN.



"UNSERE HELDEN" (OUR HEROES): THE OFFICERS AND CREW OF THE "U 9," AFTER THEIR EXPLOIT OF SEPTEMBER 22.

The first Admiralty announcement of the disaster to the British cruisers "Aboukir," "Hogue," and "Cressy," stated that they were sunk by "submarines." Later a German version claimed that the attack was made by the "U 9" alone, and denied the report that several other German submarines had been engaged and that two were sunk. The officers and crew of the "U 9" have since become heroes in the Fatherland, and the photograph of them on a picture-postcard is sold everywhere. A personal narrative of the action, written by the "U 9's" commander, Lieutenant-Commander Otto Weddigen, who, by the way, had just been married, appeared later in the "New York World."

He paid a tribute to the courage of the British sailors. Of the "Aboukir" he said: "Her crew were brave, and even with death staring them in the face they kept to their posts ready to handle their guns, which were useless, for I submerged at once." After describing how the "Hogue" was torpedoed, he writes: "The third cruiser [the 'Cressy'] . . . stood her ground as if more anxious to help the many sailors in the water than to save herself." Then she, too, was hit, and "she careened far over, but all the while her men stayed at their guns looking for their invisible foe. They were brave, true to their country's sea traditions."

HOW THE GERMAN ARMY FIGHTS.

ARTILLERY

1. GERMAN Army Corps is equipped with four different types of ordnance. These are as follows: (1) The 703-in. field-gun (77 mm.); (2) The 414-in. light howitzer; (3) The 591-in. heavy howitzer; (4) The 175-in., the new siege-howitzer—the arm that has done such appalling destruction.

(1) The field-gun is the old 15-pounder of 1896, mounted on a shielded carriage; it has long recoil, and quick-acting breech action; it fires both shrapnel and high explosive. The range (time shrapnel) is about three miles. The maximum elevation is 16 deg.; lateral traverse, 1 deg. It has open, telescopic, and dial sights. It is handy to move, and the shield-protection behind the gun is superior to the French. It has no system of anchoring or drag-shoes (*abbatage*). It can only make proper "aimed" fire of about twelve rounds per minute. The French quick-firing field-gun can do more than double this—I have even seen it do forty rounds per minute at manoeuvres—and it is in every way, except handiness and protection, superior to the German.

(2) The light field-howitzer was adopted in 1900, and the issue is now complete. It fires a single or "fixed" projectile (*Einheitsgeschoss*) of 31 lb. The muzzle velocity is 985 f.s. The fuse is by percussion or by time. It is handy to move, and protected by a good shield against rifle fire. It has a spread of fire of over a hundred yards this is, however, counterbalanced by very slight depth.

(3) The heavy 591 field-howitzer has a range of nearly five miles. It is mounted on an odd type of old Crimean carriage, and is very difficult to move quickly.

(4) Very little is known of the 175 siege-howitzer. This weapon was altogether unknown outside the circle of a few German artillery officers. Its range appears to be about six miles (d), and the weight of its fixed projectile appears capable of battering in the heaviest concrete fortresses. But as yet it has not been tested against disappearing guns in natural earth-pits.

German offensive artillery tactics certainly have the merit of simplicity, but they are of a crude and brutal type that consorts but ill with the niceties of artillery procedure which suit the French doctrine of war. In action they seek to deploy early and do not shun an artillery duel at the opening of a battle, as both the British and French have been taught to do since the South African and Manchurian campaigns. On the contrary, they try to dominate the battlefield in the good old style of other days. They have no open line of sight or automatic

fuse-setter (*debouchoir*)—this prevents them in covered positions from attaining anything that approaches the French *tir par salves, échelonnées, or tir progressif*. The Germans in fire action do not indulge themselves in wanton expenditure of ammunition (e), as do the French with their system of *rafales* (f), or "shell-storms" of projectiles against an unseen and unknown foe.

THE FLYING ARM.

We now come to the latest development in land and sea warfare. Already the aerial duel predicted by so many experts has failed to take place. Flying craft have been husbanded by commanding officers in order to obtain security and information, and to record and assist the artillery fire of their friends. We hear from certain would-be Americans that the Germans are feverishly constructing air-craft at Johannisthal, north of Berlin. Rumour—lying jade that she is, and more often perfidious in war time than in peace—has it that Germany had at the commencement of the present month no less than sixty air-ships and hundreds of newly flying craft. It was reported that hundreds of these were seen in the air together, and that innumerable aviators were being instructed in the principles of their art.

For five years I have written condemning the utility of dirigible balloons. Now, after nearly two months of Continental warfare, I see no reason to alter my opinion one iota. Soon these gas-bags, if used during the autumn and winter months, will be destroyed by the elements themselves. They cannot resist the equinoctial gales. Then, if this extra supply of Zeppelins exists in reality, and they are used in action, the Official Press Bureau will no doubt allow a confirmed report of an aerial cataclysm to be reported in the British papers—some time!

Certainly if the Germans possess this vast fleet of flying craft and air-ships, they will unleash them in a very short time. They will be called upon to attack the British observation fleet now in the North Sea and Channel. That is the only hope left them of destroying the British Navy; and they must act quickly to encompass this design. If they are successful they will soon repeat the manoeuvre farther afield. Even they may attempt to destroy London by more powerful bombs than have as yet been constructed—to gain their ends, as already seen, they sweep international war laws to the far winds.

The British Navy is wise in forming several flying bases on her littoral facing the North Sea. A wireless message from the Fleet will acquaint these depôts of the advent—I trust in good season—of a hostile air fleet attempting an attack on the ships. It is calculated that, everything being in readiness, a friendly squadron of air-craft will be able to attack the enemy in time to cripple his efforts.

Meanwhile, it is only common-sense that as many of the ships as possible be equipped with the latest type of French anti-flying craft gun.

(e) The Germans do not legislate in their Regulations for indirect laying other than that with auxiliary marks.

(f) The word "*rafale*" (a violent gust or "squall" of shrapnel fire) is now a French drill-book term.

WILLS AND BEQUESTS.

THE will (dated Aug. 5, 1900) of Mr. JAMES HOWMAN SHARP, of Hillbrow, Reigate, who died on Aug. 25, is proved, and the value of the property sworn at £162,244 8s. 7d. Testator gives £500, his freehold residence and furniture to his wife; £500 each to Robert F. Sharp, and Charles H. Armstrong; £500 each to King Edward's Hospital Fund and the Church Missionary Society; £200 each to Jane Elizabeth Armstrong, Edith Armstrong, Edmund T. Armstrong, and Jean N. Spencer; and one-sixth of the residue to his wife, two-sixths to his children, and three-sixths in trust for his wife for life, and then for his children.

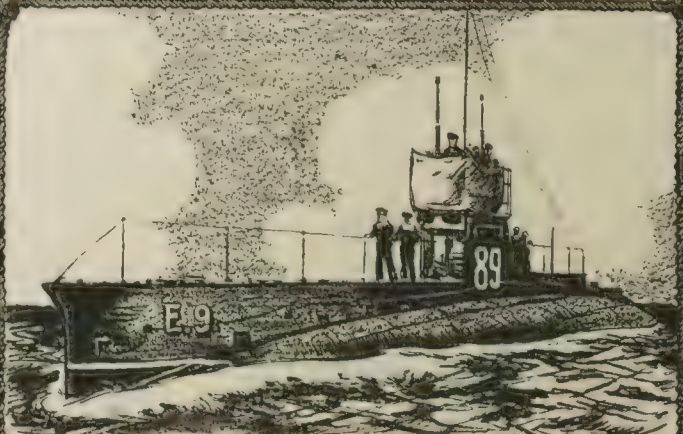
The will (dated Aug. 11, 1913) of COL. ALBANY HAWKE CHARLESWORTH, of Brockhurst, West Didsbury, Manchester, formerly M.P. for Wakefield, who died on Sept. 9, is proved by the widow, son, and Kenneth C. Bayley, the value of the estate amounting to £539,250. Testator gives £50,000 in trust for his daughter Mary; £34,000 in trust for his daughter Eleanor, having already given her £16,000; £4000 and such a sum as will make her income up to £8000 per annum during widowhood, to his wife; £1000 each to Lady Victoria A. Murray and Florence Coufts Fowle; £500 each to Jane Alexander, William Pitfield, and Kenneth C. Bayley; £100 and £1 a week to his butler Alfred Rolis; and the residue to his son Albany Kenneth Charlesworth.

The will (dated Dec. 18, 1913) of MISS MARY THERESA COCKERELL, of 11, Mandeville Place, Manchester Square, who died on July 11, is proved by John Pepys Cockerell, Mary Frances Pemberton and Henry Chester, the value of the property being £102,864. She gives £30,000 and her residence and effects, to her nephew John Pepys Cockerell; £16,000 to the four daughters of his brother John Cockerell; £3500 in trust for Joan Constance Warburton; £3000 to Alice Mary Muir; £3500 to Evelyn Sarah Cookson; £3000 to Horatia Gordon Clark; £4000 to Sybil Julia Scott Kerr; £200 and an annuity of £40 to her brother; a few other bequests; and the residue to her said nephew John Pepys Cockerell.

The will (dated Dec. 16, 1911) of DAME MARY JANE HARBEN, of Goodwyns, Haslemere, widow of Sir Henry Harben, who died on July 24, is proved by Canon Edward P. Cole, brother, and the Rev. Gerald Henry Moor, the value of the property being £171,583. The testatrix gives £500 each to the executors; 100 £5 shares in the Prudential Insurance Company each to her nephews Ernest Henry Cole, the Rev. Marwood A. R. T. Cole, and Captain Aubrey Du Plat T. Cole; an annuity of £100 to her cousin Lucy Pease; 40 £5 shares in the said Company to her nurse Emily Kate Moore; and the residue to her brother and sister Canon Cole and Henrietta Anne Cole, or the whole thereof to her brother should her sister be dead.

The following important wills have been proved—

The Earl of Minto, K.G., Minto House, Hawick, £159,715
Mr. Joseph Shaw, Two Elms, Eccles New Road, Pendleton £66,237



H.M. SUBMARINE E.9, which sunk the German cruiser "HELA" off Heligoland and a German destroyer at the Mouth of the Ems.

TROOPS AT HOME

It would be well if those wishing to send Tobacco or Cigarettes to our soldiers would remember those still in Great Britain. There are thousands of Regulars and Territorials awaiting orders and in sending a present now you are assured of reaching your man.

Supplies may be obtained from the usual trade sources and we shall be glad to furnish any information on application.

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"SEND US TOBACCO AND CIGARETTES"



LIEUT. COMM^r. MAX K. HORTON,
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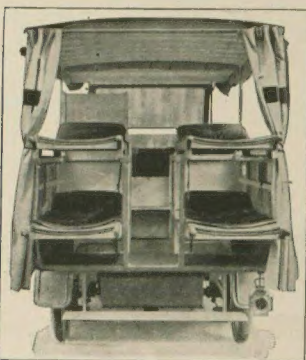
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60/- per doz.

NOTE.—A beautiful reproduction in colours of the above picture will be sent to any customers and friends upon receipt of three stamps (to cover postage and packing) on application to the Head Offices, 26, Holborn, London, E.C.

THE CHRONICLE OF THE CAR.

More Business. During the past few weeks I have received a large number of letters from the chiefs of the various branches of the motor industry, and it is surprising to learn how great a number of them are doing more business at the present moment than usual. Take the case of the Austin factory, situated some



OF A TYPE URGENTLY NEEDED FOR BRINGING BACK THE WOUNDED: A 15-20-H.P. F.I.A.T. MOTOR-AMBULANCE EQUIPPED WITH FOUR STRETCHERS.

miles outside Birmingham. When the war broke out this firm frankly admitted they were hard hit, as all pleasure-car orders were more or less cancelled or held up; their industrial vehicle was not big enough for three and five ton loads; so, though they might expect a certain amount of their Colonial export trade to keep them going, things looked pretty bad. Before the month of October the factory was inspected by the Government, and, being approved, was given orders from the War Office for 700 limber wagons and 200 ambulances. These, however, were all of the horse-drawn type, with "devil a motor between wan o' them," as the Irishman remarked to me. Still, with the ten motor lorries commandeered by the Government from the factory, the industrial vehicle department has been kept busy supplying private orders, and with those official orders the works are putting in not only full time, but all night and week-ends. The horse has had its revenge on this factory of its mechanical rival—and a kindly revenge too—in its hour of need.

Overloading. Recently reading on the wastage of the motor transport columns at the front, I could not help being reminded of a story that was told me by a friend who has just escaped from Antwerp. He has a *car-de-luxe*, a big and powerful British vehicle. Whilst driving away from the stricken city, he picked up twenty-five of our Marines. The heavy roads and the extra load of passengers proved too much for this vehicle, as something went wrong with the gears. So, as the enemy were too near to be pleasant, all tumbled out, made a hole in the petrol-tank and threw a lighted match, and away blazed a £1000 car as they marched towards Ostend. No attempt was made to see what was wrong, but it does

not require the resource or 'cuteness of the best cinema detective to realise that this overloading was the cause of throwing the frame out of truth, and so causing general strains and distortions that would not have happened otherwise. Motorists are apt to be too unkind to their mechanical horse by overloading him. Quite a common offence is installing a dickey seat on a "light" car that is only designed to carry two people and is not built for extra passengers. One often hears owners of these tiny cars stating that their car runs quite well with three up. That may be on smooth roads, but wait until the rough ones have to be covered, and something is sure then to give way in time. So it is with many of the transport wagons; overwork and overloading have caused something to break up or get out of order, and time has not been available, so they have been scrapped on the spot after being made useless for the enemy.

Lights Out. The Commissioner of the Police in the Metropolis has issued an order that all motorists are to douse their head-lamps in the Metropolitan area. He ought also to have included in his instructions that the electrically lighted side-lamps should be dimmed, as these throw a very much stronger beam than the ordinary oil-lamp. The streets are certainly very dark at night-time, and driving a car through them is a nerve-racking job in many of the thoroughfares thronged with pedestrians. Yet one must consider the needs of the moment, so it would be wiser to paste a sheet of white tissue-paper on the lamp-glasses, so as to dull the light, and even then it is a better illuminant than the old oil-lamp.

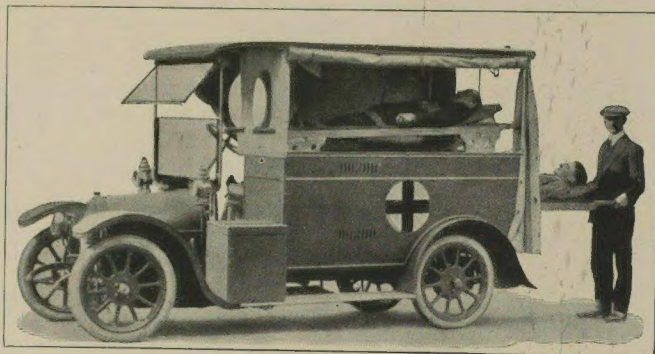
New Model. My new model this week is the 10-h.p. Swift, which my old friend "Bobby" Burns tells me is to be sold as a two-seater for £200, complete with dynamo electric-lighting set. The fuel-tank, holding six gallons of petrol, is in the scuttle-dash, and its place there allows the carburettor to be fixed in a most accessible position. Nowadays there is so little to go wrong with a car that dirt in the carburettor is the chief cause of trouble. Consequently, ease of access to it is a distinct gain. I believe this car has not yet got into the agents' show-rooms, but will shortly, so those who wish to inspect it must go to headquarters. A feature characteristic of the care and class of the general construction of this 1915 model is that, though the bore and stroke of the engine are only 63 mm. by 90 mm., yet a mid-journal bearing is fitted for the crank-shaft. The dynamo is mounted on the top-plate of a box-frame surrounding the magneto, and is belt-driven from behind the fan-pulley on the crank-shaft. Three speeds forward and a reverse are given through the gear-box to a bevel drive.

For this coming season it is a noticeable feature that all the new cars are quoted at a price complete for the

road, so that the pressure of our American friends towards this system has been felt and therefore adopted by our British makers. As several low-priced Yankee cars are endeavouring to capture British orders in these days of our stress, it is cheering to learn that the English makers are giving full attention to the details that make for the comfort of the users of their wares, and the springing and cushioned seats are an improvement on 1914 models, which is welcome news, no doubt, to many who, like the writer, have to travel at times long distances on a small car.

Practical Sympathy.

Our illustrations of two F.I.A.T. ambulances show the practical sympathy many motorists are taking at the present time, as these are types of 12-15-h.p. and 15-20-h.p. F.I.A.T. ambulances that are being bought and presented to the Red Cross for use during the war. When the war is concluded the cars will have their ambulance bodies removed and a pleasure-car superstructure placed upon the chassis, and so return to their owners' use. The 12-15-h.p. ambulance only costs £350, and £75 covers the expense of fitting a touring body upon it after it has done its errands of mercy. It has accommodation for three wounded—two on stretchers and one on the tilt-seat—and the equipment is very complete, including medicine and instrument cases, besides special attention being paid



GREATLY IN DEMAND FOR RED CROSS WORK DURING THE WAR: A 12-15-H.P. F.I.A.T. MOTOR-AMBULANCE EQUIPPED WITH TWO STRETCHERS.

to the proper ventilation of the vehicle. As for the F.I.A.T. ambulances on the 15-20-h.p. and higher-powered chassis, these can take four and six stretchers for the price of £475 and £500 respectively, and have a strong claim upon all authorities and philanthropic persons interested in the care of our wounded and sick at the front, as well as those who are invalided home. They will appeal especially to those owners of pleasure-cars who intend to dismantle ultimately the ambulance body after the war and substitute new torpedo, touring, or other types of body, as F.I.A.T. chassis are so dependable, and therefore a judicious investment. W. W.

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CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

R WORTERS.—A feather in the cap of the composer of No. 3672.

W WRIGHT.—In Problem No. 3672 examine the effect of Black's rejoinder, 1. B to Kt 2nd.

J SIMONS and OTHERS.—You have erred in some very good company. Many of our best solvers were caught napping over No. 3672.

CORRECT SOLUTIONS OF PROBLEM No. 3670 received from E T Nickols, J B Camara (Madeira), G Dovey Farmer, M.D. (Ancaster, Canada), Charles Willing (Atlantic City, U.S.A.), and F Drew (Milan); of No. 3671 from F W Young, W Dittlof Tjassens (Apeldoorn), José C (Astoria), J Isaacson, and T W Evans (Richmond); of No. 3672 from A W Hamilton-Gell (Exeter).

CORRECT SOLUTIONS OF PROBLEM No. 3673 received from Julia Short (Exeter), G Stillingfleet Johnson (Cobham), H Grasett Baldwin (Kensington), M E Onslow (Bournemouth), T Smith (Brighton), H S Brandreth (Weybridge), R Worters (Canterbury), Rev. J Christie (Redditch), J Fowler, J Smart, A H Arthur (Bath), Collett and Wallace (Chiswick), E T Nickols (Lavender Hill), A W Hamilton-Gell, J S Wesley (Exeter), Montagu Lubbock, W H Silk (Birmingham), J C Stackhouse (Torquay), and Rev. J G Wells (Maidenhead).

CHESS IN ENGLAND.

Game played in the Championship Tournament of the British Federation, at Chester, between Dr. SCHUMER and Mr. R. H. V. SCOTT.

(Queen's Pawn Game.)

WHITE (Dr. S.)	BLACK (Mr. S.)	WHITE (Dr. S.)	BLACK (Mr. S.)
1. P to Q 4th	P to Q 4th	13. K to B sq	Castles
2. P to Q B 4th	B to B 4th	14. P to K 3rd	Kt to Q 3rd
3. Q to Kt 3rd	P to K 3rd	15. Q to B 6th	R to Kt sq
4. Kt to B 3rd	Kt to K B 3rd	16. Kt to B 3rd	
5. P takes P			

White is tempted by the prospect of winning two pawns to abandon the essential principle of this opening: the full development of his pieces. His King's wing is so far absolutely stationary.

5. P takes P
6. Q takes Kt P
7. Kt takes P
8. Q takes Kt
9. B to Q 2nd
10. B to B 3rd

It is doubtful whether Black's sacrifice of his pawns was sound, but as the game has gone, he gets a fine attack which he carries through in his usual spirited fashion.

11. Q to K 4th
12. K takes B

This ought to have been made a dozen moves before. It will be seen neither of the other King's pieces get a chance to play.

16. R to Kt 3rd
17. Q to B 2nd
A pretty *coup de repos* threatening R to B 3rd.

18. K to Q sq
19. P to Kt 3rd
There is no possible resistance for White. If 20. P takes R, B takes P, wins.

20. Kt to Kt 5th
21. Q takes R
22. P takes R
23. R to B sq
24. K to K sq
25. Kt to B 3rd
Black wins.

SOLUTION OF PROBLEM No. 3672.—By T. M. EGLINGTON.

WHITE

1. K to B 2nd
2. Q to Kt 2nd (ch)
3. R mates.

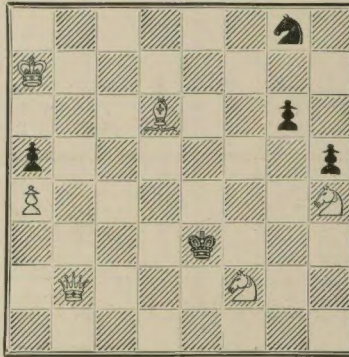
BLACK

- K to Kt 5th
- K moves.

If Black play 1. K to Kt 3rd, 2. Q to K 5th (ch); if 1. Kt to K 5th (ch), 2. Q takes Kt; if 1. Kt to R 6th (ch), B takes Kt; if 1. P to K 5th, 2. Q to Q 5th (ch); if 1. Any other; then 2. Kt to Kt 7th (ch), and 3. Q mates.

PROBLEM No. 3673.—By T. W. GEARY.

BLACK.



WHITE.

White to play, and mate in three moves.

In connection with the alarmist reports at first circulated as to the wholesale destruction of commercial property in Antwerp by the bombardment, the Minerva Motors, Ltd., state that they have received official news that their Minerva Works are undamaged.

Mr. Frank Hedges Butler, of Hedges and Butler, wine merchants, Regent Street, who was at Rheims during the bombardment, has returned to London with the satisfactory news that the champagne vintage of this year is the finest for the last ten years, and the grapes have been gathered in perfect weather. No damage has been done to the huge stocks of champagne in the caves.

SOME WAR ITEMS.

THOSE interested in recruiting for Lord Kitchener's army will be interested to learn that Mr. George Field, L.D.S., has converted Hereford House, 117, Park Street, W., for use as a Naval and Military Dental Hospital. There are seven surgeries and three mechanical laboratories, for which dental surgeons and laboratory assistants have been engaged, and Mr. Field will have the co-operation of his colleagues, Messrs. G. L. Gillett and A. C. Lockett. The work undertaken is to render recruits dentally fit, to treat soldiers and sailors sent by their officers, and to attend the sick and wounded in Red Cross Hospitals, etc. The treatment is, of course, free of charge.

In time of war the artist is sure to be among the first to suffer, and the Artists' General Benevolent Institution, 3, Charles Street, St. James's Square, S.W., has very properly lost no time in proposing a scheme which will add to the funds of the Institution and at the same time enable the public to obtain works of art by famous painters, which will be both masterpieces and mementoes of the war. Briefly, by paying fifty guineas to the Secretary of the Institution, anyone will be entitled to commission a portrait of any soldier, sailor, doctor, or nurse who has served or is serving the King in the war, to be painted by any of the artists whose names appear in a list which will be sent on application, including some eighty or more leading painters of the day, each of whom has agreed to paint two portraits. Vouchers will remain valid for at least six months after the end of the war. Purchasers, in selecting a painter, should send in a numbered list of names in order of preference, as in the event of more than two applications being made for the same artist a ballot will be taken. Should the purchaser still fail in the choice of a painter, a second list may be sent, or he may have the fifty guineas returned. That the name of Mr. J. S. Sargent does not appear in the list is explained by the fact that he is out of England.

It is appropriate enough that those who have fought so well for us should be supplied with means of recreation during their enforced convalescence in the hospitals and homes to which they have been taken after having been invalidated home from the front. Mrs. Hugh Spottiswoode has met the case by starting a "Taller Games Bureau," for the collection and distribution of all sorts of card-games, chess, draughts, and so on, for the amusement of our soldiers who are for the moment *hors de combat*. Mrs. Hugh Spottiswoode is acting as Hon. Secretary, and will be glad to receive contributions of games or money, and to answer any enquiries addressed to her at the "Taller Games Bureau," Great New Street, London, E.C.

TO BUSINESS AS USUAL

THANKS TO

BEECHAM'S PILLS

